



Combined Staff Report

CITY OF SAN BRUNO

DATE: March 7, 2007

TO: Traffic Safety and Parking Committee

FROM: Frans Lind, Principal Civil Engineer

SUBJECT: Traffic Signal at San Bruno Avenue and Sixth Avenue Response to Questions Posed at February 2007 Meeting

BACKGROUND:

Pursuant to section 7.08.040.E.3 of the San Bruno Municipal code, the Transportation Safety and Parking Committee (TSPC) makes recommendations to the City Council regarding intersections where vehicles should be required to stop at one or more entrances, and the City Council has the ability to approve, modify, or deny any such TSPC recommendation.

Staff received a request dated October 10 from neighborhood residents near the intersection of San Bruno Avenue and Sixth Avenue and Acorn requesting that the City consider installing a traffic signal for traffic and pedestrian crossing safety at this intersection. A number of pedestrian safety concerns of the petitioners about the subject intersection were addressed:

1. The pedestrian crosswalks over San Bruno Avenue connect the northwest part of the City with the downtown district and commercial area and schools;
2. There is high pedestrian volume crossing San Bruno Avenue, including children;
3. There have been several past accidents at this intersection.

DISCUSSION:

The following questions were posed at the last TSPC meeting in reference to this requested traffic light.

1. What is the definition of "Critical Approach Speed"? **Response:** This is the speed at which 85% and below of the motorists drive. The speed limit is based upon this 85% speed with possible reduction to a lower speed limit.
2. Under Warrant 3, what was the time period measured to result in 8 pedestrians counted? **Response:** The time period for the pedestrian count was 4pm to 5pm.
3. Under Warrant 4, verify the distance to the nearest controlled intersection, as there is a concern that there is no pedestrian crossing at San Bruno Avenue and 101. **Response:** The distance to the nearest controlled intersection of the signal at 3rd and Route 101 is about 750'. There is not pedestrian crossing on San Bruno Avenue at the Caltrans signal at Route 101. Ped heads and push buttons are

installed on the signal poles but not energized. There is no pedestrian crosswalk here.

4. Under Warrant 5, confirm the distances to the nearest signals. **Response:** The distance to San Bruno Avenue and 101 is 750' and to San Bruno Avenue and 3rd is _____.
5. What are the total available points and what was the point total for San Bruno Avenue and Sixth? **Response:** The number of points are used to avoid any endless "do" loops in the computer program.
6. Working with the Streets Division, look at all markings on San Bruno Avenue from El Camino Real east to Route 101 and identify all items that need refreshing. This should be accomplished by 2/16/07. **Response:** Frans Lind contacted Larry Smurthwaite of the Streets Division and confirmed that all deficiencies will be corrected by 2/16/07.
7. What is the current status of the maintenance request for the markings and signs on Crestmoor Drive? What is the estimated start and completion date? **Response:** _____
8. Since TSPC denied the request for a traffic signal and San Bruno Avenue and 6th, how can the City address the issues of concern, which are:
 - a. Excessive speed of drivers on San Bruno Avenue
Response: 1. Narrow individual lanes
2. Push lanes toward curbs on both sides and add 3 ft or more of painted median
3. Add bulb outs at intersections (raised planters painted)
4. Paint speed limit (25 mph) on pavement or add speed limit signs
5. Conduct police enforcement
6. Repaint lanes for wave effect
 - b. Excessive accident rate at San Bruno Avenue
Response: 1. Limit hours of left turns from San Bruno Avenue
2. Widen streets for left turn pockets
3. Sign streets adjacent to 6th to recommend travel to traffic signal at 3rd Avenue
 - c. Significant number of drivers on San Bruno Avenue who turn onto 6th Avenue northbound and drive through the neighborhood to avoid San Bruno Avenue congestion/signal at 3rd.
Response: 1. Limit hours of turning onto 6th Avenue
2. Improve the existing signal/streets at 3rd Avenue to reduce any congestion
 - d. Significant number of drivers on San Bruno Avenue who turn onto 6th Avenue southbound and drive through the neighborhood to avoid the congestion/signal at 3rd.
Response: 1. Limit hours of turning onto 6th Avenue
2. Improve the existing signal/streets at 3rd Avenue to reduce any congestion
9. Can we request that a police trailer be deployed into the neighborhood near Santa Dominga and South San Anselmo to mitigate the excessive speed of drivers there?
Response: Frans Lind emailed Marc Catalano on 2/16/07 to request this.

STAFF RECOMMENDATION:

Staff recommends against a traffic signal installation at the San Bruno Avenue at Sixth Avenue intersection based upon the counts and the warrant procedure according to the MUTCD.

DATE PREPARED:

ATTACHMENTS: None

DATE: March 7, 2007

TO: Traffic Safety and Parking Committee

FROM: Frans Lind, Principal Civil Engineer

SUBJECT: Item 5.B. – Consideration of A Request from SamTrans for a (a) Three Way STOP at San Mateo Avenue and Jenevein Avenue and (b) Improvements at and Near Sneath Lane and Monterey Avenue to Allow Buses in Heavy Sneath Lane Traffic to Depart a Bus Stop to Proceed Through or Turn Left at the Skyline Blvd. and Sneath Lane Signalized Intersection

BACKGROUND:

Pursuant to section 7.08.040.E.3 of the San Bruno Municipal Code, the Traffic Safety and Parking Committee (TSPC) makes recommendations to the City Council regarding intersections where vehicles should be required to stop at one or more entrances, and the City Council has the ability to approve, modify, or deny any such TSPC recommendation.

Staff received a request on November 28, 2006 from Robert Sneed, Supervisor of SamTrans, for measures to be taken to release bus delays at the STOP sign on Jenevein Avenue at San Mateo Avenue and at Sneath Lane at Monterey Avenue, where SamTrans buses have difficulty merging left from the new bus stop on Sneath Lane into the left turn and through combo lane of eastbound Sneath Lane approaching the traffic signal at Skyline Blvd.

At the intersection of Jenevein Avenue at San Mateo Avenue, SamTrans has stated that buses are delayed on their routes waiting at the STOP sign on Jenevein Avenue for heavy San Mateo Avenue traffic to pass. This San Mateo Avenue traffic is not controlled by STOP signs at the intersection.

At the above new bus stop on Sneath Lane between Monterey Avenue and Skyline Avenue traffic queue is eastbound Sneath Lane approaching the Skyline fill the eastbound Sneath Lane lanes, making it difficult for buses to merge left from the bus stop to enter the left turn and through combo lane of Sneath Lane.

Kathie Hollinger of SamTrans has added that eastbound Sneath Lane buses approaching the STOP sign at the above Sneath Lane and Monterey intersection are greatly delayed by the heavy Monterey Avenue traffic that turns without stop controls in front of the buses at the Sneath Lane STOP sign. This Sneath-Monterey intersection is painted "Keep Clear", which allows westbound Sneath Lane traffic coming up from Skyline Blvd. to turn through the intersection onto southbound Monterey without stop control. This action "holds" the eastbound Sneath Lane traffic behind the STOP sign and the intersection until there is a small gap in the turning traffic. This greatly delays SamTrans buses at the Sneath Lane STOP sign.

DISCUSSION:

At the Jenevein Avenue at San Mateo Avenue intersection where Jenevein Avenue is stop controlled staff. Staff has counted AM peak period (7am to 9am) traffic and has found no delay to very little delay to buses. Buses were observed closely. Counts were also taken at 2:30 to 3:30 in the afternoon and no bus delay was noted.

Staff has driven through the intersection shortly after 1pm and has found light traffic that would not delay a bus.

STAFF RECOMMENDATION:

1. Disapprove the two requested STOP signs on San Mateo Avenue at Jenevein Avenue.
2. Recommend changes to lane assignment arrows on the two eastbound Sneath Lane traffic lanes approaching the existing Skyline Blvd. traffic signal. These changes are to provide for greater eastbound Sneath Lane left turn capacity at Skyline Blvd.

DATE PREPARED:

February 22, 2007

ATTACHMENTS:

1. Plan of intersection of San Mateo Avenue at Jenevein
2. Plan of existing intersections of Sneath Lane at Monterey Avenue and of the eastbound Sneath Lane at Skyline Blvd. traffic signal
3. Plan of proposed changes to item #2 listed above